

RAILWAY MAIL FINES SHOW BIG DECREASE

WASHINGTON, D. C., March 23.—Fines assessed against the railroads of the country by the postoffice department, and deductions made in railway mail pay for "failures of service, late operation of mail trains and other delinquencies" decreased from \$675,000 net in 1908 to \$34,000 net last year.

These figures would seem to indicate a surprising improvement in railway mail service and a stricter observance of schedules. But in reality they mean nothing of the sort.

No Provision for Fines.

The specific provision authorizing the postmaster general to assess fines as formerly has not been incorporated in the postoffice appropriation bill for the past two years.

The Constitution's dispatches called attention to this oversight two years ago. When members of the committee on postoffice and post-roads of the house were asked about the omission, they insisted that the paragraph was not needed in the appropriation bill each year, as there was general legislation on the subject. As explanation of why the paragraph had been put into the annual appropriation bills at all, it was explained that this was done merely as a reminder to the department that congress wished the old law regarding fines enforced.

But congress left out the paragraph, and the postoffice department has construed the oversight into a repeal of the old provision in the statutes and treated it as a dead letter.

Thus, while fines assessed in 1908 amounted to nearly three-fourths of a million dollars, there was collected in 1909 the nominal sum of \$34,000. For the first half of the current fiscal year there have been assessed net fines amounting to \$35,000. The provision for fines in the appropriation bill was very reasonable. It only called for fines in case of delays that could have been avoided by ordinary diligence. On this subject the postmaster general himself writes:

"The heavy deductions made during the fiscal years ended June 30, 1907, 1908 and 1909, were largely due to the enforcement of the provision of the acts of congress of June 28, 1906, and March 2, 1907, that all railroads carrying the mails to maintain their regular train schedules as to the time of arrival and departure of said mails, and to impose and collect reasonable fines for such delay when such delay was not caused by unavoidable accident or conditions. This provision has not since been incorporated in the law."

WOULD KNOW STATUS OF CAPTAIN HAINS

NEW YORK, March 23.—It is understood that the war department at Washington is now drawing up the instructions which Gen. Arthur Murray asked for as to the status of Capt. Peter C. Hains, Jr., who is in Sing Sing prison for the killing of William E. Anna. The situation seems to be hedged with difficulties.

Capt. Hains is still an officer of the army. His name is month by month registered in the Army List in his position of captain of the Thirteenth company of the Coast Artillery. In the current issue he is recorded as being at both Fort Hancock, N. J., and Fort Worden, Wash. But he is "absent without leave," and consequently his pay has been suspended.

At army headquarters, Governor's Island, it was believed yesterday that nothing would be done until the turn for promotion fell to Hains, and that would not be for some time yet, as he stands sixtieth on the list.

The only military charge against Hains is that of being absent without leave. Normally the only way he can be removed from the service is by sentence of court martial. But he is now in prison, and the military authorities do not consider it would be seemly to assemble a court martial there.

Moreover, it is admitted that there is no degree of certainty that the military court would convict Capt. Hains in the circumstances, or, if they did convict him, would sentence him to expulsion. In which case the present difficulty would be increased rather than removed.

There is one other course open. This is for the lieutenant next below to be promoted in Capt. Hains' place, and for the promotion to be nullified by the senate. Such a course has been sustained as legal by the courts; but it is regarded as an extreme step.

For this reason it is believed that it will not be adopted until the question is brought forward directly by the name of Hains coming up for promotion, at which time he will be quietly dropped from the army, with the consent of the senate.

DEMOCRATS SELECT ISSUE FOR FIGHT

WASHINGTON, D. C., March 23.—Already the Democrats are selecting their issues upon which to wage a fight this fall for the control of the next congress. Four of these issues are as follows:

A demand for a revision of the rules of the house, and a general attack on what is known as Cannonism.

An assault on the Payne-Aldrich tariff bill.

A protest against government extravagance.

An insistence that extravagance and graft in the different departments be stopped and that the government expenses and appropriations be curtailed.

A protest against centralization of federal authority, and against what the democrats say is the tendency of President Taft and his cabinet to centralize power in the executive and his cabinet.

In addition to these much may be made of the charge of extravagance in the departments. The heavy appropriations will be attacked. Senator Aldrich's recent statement on the floor of the senate that he could run the government for \$30,000,000 less than it is now run for, will be employed by the democrats widely on the stump and in their literature. In this connection the democrats will pledge the country that if they are put into office they will make stringent inquiry into extravagance in the conduct of the government.

The democratic campaign committee is already distributing speeches

UNITED STATES NAVY NOW IN LEAD OF ALL THE WORLD

COLORADO SPRINGS, March 23.—Victor H. Metcalf, secretary of the navy under President Roosevelt, while visiting his son, V. N. Metcalf, who recently came to Colorado Springs for the benefit of his health, gave out an interview in which he declared that the United States navy is second to none in point of efficiency, considering its size.

"Our navy," said Mr. Metcalf, "is fast setting the pace for other nations, which are taking vessels like our South Carolina as a model. We were the first to realize the value of so constructing our ships that a vessel's entire battery of heavy guns could be concentrated in one broadside. As a result any of our latest battleships, though smaller, is more than a match for a Dreadnought which cannot bring all of its guns to bear at one time."

"For practical purposes and bearing in mind the conditions that obtain our harbors, I do not believe that we should build battleships larger than 25,000 tons. When you build ships to draw more than 30 feet

and is preparing some important documents for use this summer and fall. The Ohio situation and the factional quarrel among New York republicans give them much encouragement. The troubles among the republicans in Indiana, Illinois, Iowa, Wisconsin, Minnesota, Nebraska and Kansas are leading the democrats to believe their efforts to control the house will be successful. On the strength of advices from such

of water, they will have difficulty in finding suitable anchorage and the problem of dock facilities will prove serious. There is no question in my mind but that two ships of 20,000 tons each are worth more than one Dreadnought of 40,000 tons. They can be handled more easily and in time of war would have a decided advantage in maneuvering.

"One of the most gratifying things about the United States navy is its present state of efficiency. In the battle of Santiago, more than 1,300 shots were fired and only 43 hits were scored, or less than 3 per cent. But now the records show more than 80 per cent of his fired at double the distance and at targets half the size of the Spanish ships. No navy in the world can beat that record. The spirit that obtains among the enlisted men is another splendid feature. Ninety eight per cent of the men in the navy are American born. The recent world wide cruise of the fleet was of inestimable benefit in developing a spirit of loyalty."

such localities, the democratic congressional committee has lately been putting more life into its preliminary campaign work than usual.

While Mr. Rockefeller is talking about giving us back that half of the United States which he has made out of oil, it will be well to watch him, for maybe he is just trying to throw us off our guard while he gobbles up the other half.



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TIME TABLE

No. 1 Mail and Express Daily		No. 2 Mail and Express Daily
A. M.		P. M.
6:59	Clifton	5:05
7:08	North Siding	4:48
7:13	South Siding	4:43
7:27	Guthrie	4:29
7:37	Coronado	4:11
7:48	York	4:00
8:05	Sheldon	3:51
8:24	Duncan	3:33
8:44	Thompson	3:11
9:05	Summit	2:51
9:15	Sand Spur	2:41
9:21	Veitch	2:35
9:35	L. & H. Junction	2:20
9:40	Lordsburg	2:15
9:55	L. & H. Junction	1:55
10:00	Oil Siding	1:50
10:16	Robert	1:40
10:33	Brockman	1:17
11:05	Hachita	12:44

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